



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>



32101 064042821

SPECIAL REPORT
ON THE
NEW ORLEANS
CANAL & NAVIGATION COMPANY
TO THE
LEGISLATURE OF THE STATE OF LOUISIANA
FEBRUARY, 1856

HE397.N4L9

1856

ANNEX LIB.

LIBRARY
OF
PRINCETON UNIVERSITY

Louisiana, Engineer.
SPECIAL REPORT

ON THE

NEW ORLEANS

CANAL & NAVIGATION COMPANY

TO THE

LEGISLATURE

OF THE

STATE OF LOUISIANA.

FEBRUARY, 1856.

NEW ORLEANS:
JOHN CLAIBORNE, STATE PRINTER.

1856.

SPECIAL REPORT

ON THE

NEW-ORLEANS CANAL & NAVIGATION COMPANY.

*To the Honorable the Senate and House of Representatives
of the State of Louisiana :*

IN accordance with the Act of the last Legislature entitled : " An Act for the relief of the New Orleans Canal and Navigation Company," I have the honor to report that, in obedience to the third section of said Act, I made, on the 16th of last October, a personal examination of the Basin and Canal Carondelet, and Bayou St. John.

The smallest depth of water found was four and a half feet, at ordinary low tide.

Throughout the canal there was a depth of five feet, and in the bayou an average depth of eight feet. At two points (at the City draining machines) the depth has been seriously reduced by bars of sediment, caused by the draining machines.

Finding fully the depth of water (three feet) required by the Act above cited, I gave to the company the certificate demanded by the third section of said Act.

During the last month (January, 1856,) I made another personal examination of the canal and bayou, in order to report on the condition of the works of the company.

I found that the great work of straightening and enlarging the canal had been prosecuted with surprising success, considering the inclemency of the weather for some weeks previous.

The works at the lake Pontchartrain had been carried on with a like vigor and result. These works consist in carrying out, by piling, sheeting, and filling the channel of the bayou St. John to eight feet of water in the lake, and widening and altering the old channel.

The new channel is well planned and will answer every requirement of commerce when completed ; but it will be necessary to place a breakwater as a protection to the entrance. This may be sufficiently obtained should the United States government carry out the system of breakwater already commenced in the lake.

But I would respectively say, that it would be to the benefit of the company to construct a breakwater much nearer to the entrance, and such as could afford a kind of wharf upon which vessels could discharge their cargoes.

(New Orleans)

(RECAP)

868280



32101 064042821

(4)

From my knowledge, acquired by attention to the operations of the New Orleans Canal and Navigation Company, I do not hesitate to say that I have full confidence in the ability and settled purpose of the company to conform with every requirement of their charter. The plans adopted, the works thus far accomplished, and the energy and determination lately evinced, are good guarantees of perfect success; and I would not do justice to my own convictions if I failed in strongly recommending to your honorable bodies whatever assistance the Legislature has in its power to afford to the said Company.

It must be recollected that Lake Pontchartrain is one of the most beautiful sheets of water in the United States, and that from its position so near New Orleans, its utility to the commerce of the entire southern portion of the State, and especially its easy connection with the Gulf of Mexico—making the link between Louisiana and Mississippi, Alabama and Florida—any enterprise which tends to bring its waters in the very heart of New Orleans, must be of important advantage to commerce. Why should not the freights now discharged on the shores of Lake Pontchartrain, be discharged in the very streets of New Orleans? And why should not the Mobile and Florida boats and vessels land their passengers and mails on the wharves of one or the other of the basins.

With due deference I would state, that it cannot seem to me to be within the limits of justice to hold the New Orleans Canal and Navigation Company to a strict accountability, or to the requirements of their charter, and under a continual risk of the forfeiture of the bond therefor, and yet allow the city of New Orleans, by its present system of drainage, to cause the formation of bars in the bayou St. John. It would seem to be but right and just that, should the Company complete the work projected by their charter, there should be secured to them protection from such obstacles to their navigation.

I repeat, in conclusion, that the enterprise contemplated by the New Orleans Canal and Navigation Company, is one which, in my humble opinion, deserves the fostering care of your honorable bodies.

Respectfully submitted,

LOUIS HEBERT,

State Engineer.

BATON ROUGE, February 20, 1856.

(3)

This Book is Due

[illegible]

RE